

# The Hongkong Telegraph.

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MONDAY, DECEMBER 28, 1908.

一月廿八號英港萬大初月

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Silver ..... \$15,000,000  
\$14,000,000 .....  
\$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
E. Shelling, Esq., Chairman;

Hon. Mr. W. J. Gresson—Deputy Chairman;

E. G. Barnett, Esq.; R. Shaw, Esq.

G. Friesland, Esq.; Hon. Mr. H. A. W.

G. S. Gubbay, Esq.; Slade.

W. Holmes, Esq.; H. E. Tomkins, Esq.

C. R. Lessmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 1 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH

Chief Manager.

Hongkong, 15th October, 1908.

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yes \$4,000,000

RESERVE FUNDS ..... " 15,000,000

Silver ..... \$15,000,000

\$14,000,000 .....  
\$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

INTEREST ALLOWED:

On Current Account at the rate of 1 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH

Chief Manager.

Hongkong, 12th September, 1908.

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INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,350,000

ABOUT MEK \$7,222,322

RESERVE FUND ..... GOLD \$3,350,000

ABOUT MEK \$7,222,322

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADBENDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4 per cent. per annum.

6 " 4 " "

3 " 3 " "

2 " 2 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908.

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THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,000,000

RESERVE FUND ..... £1,25,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,000,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " 4 " "

3 " 3 " "

2 " 2 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1908.

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## Intimations.

CHRISTMAS WEEK!

CHRISTMAS WEEK!!

Remember there is such a place in TOWN, by name THE SAVOY, where you can obtain your Christmas Outfit at Cost Price.

Do not ponder over the offer.

Call and see with your own eyes and you will be satisfied.

Hongkong, 10th December, 1908.

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## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPEZ,  
C/o Hongkong Telegraph Office,  
Hongkong, 9th March, 1908.

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## Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	NOTES.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SICILIA ..... Capt. C. H. Watkins, R.N.R.	30th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA ..... Capt. H. N. Bradshaw	1st Jan.	Freight and Passage.
SHANGHAI	DELHI ..... Capt. J. P. Andrews, R.N.R.	8th Jan.	Freight and Passage.
LONDON, &c., via usual Ports	ASSAYE ..... Capt. C. L. Daniel	9th Jan.	Sea Special Advertisement.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 28th December, 1908.

## Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

## JUST RECEIVED

AXMINSTER PARQUET CARPETS.

Woven in one piece without seam  
Exclusive Designs.

SUITABLE FOR DRAWING AND DINING ROOMS.

AXMINSTER, WILTON & BRUSSELS CARPETS.

Select Patterns. Made any size.

KENSINGTON ART CARPETS.

In various sizes. Artistic Designs.

WINTER CURTAINS.

New Designs & Art Shades.

## INSPECTION INVITED.

LANE, CRAWFORD & CO.

Champagnes, Sherries, Marsala, Brandies, Ports, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th December, 1908.

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## Hotels.

## Shipping—Steamers

HONGKONG, CANTON, MACAO  
AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "FATSHAN" 2,300 Tons, "KINSHAN" 1,993 Tons.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday accepted); 10 P.M. (Saturday accepted). Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday accepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

CHANGE OF WHARF.

Commencing on and after the 1st January next, both Macao Steamers will use the WING LOK WHARF.

CANTON-MACAO LINE.

S.S. "HOI SANG."  
Departure from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND  
THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

ON SUNDAY, 3rd January.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.  
Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.  
Machado's String Band will play selectivities of Music during the trip.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel.

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Hotels.

HONGKONG HOTEL.

Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....	BUELOW Capt. H. Formes.....	WEDNESDAY, Noon, 30th December.
KUDAT and SANDAKAN.....	" BORNEO "..... Capt. F. Sembl.....	THURSDAY, 8 A.M., 31st December.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MEL.....	" PRINZ WALDEMAR "..... Capt. F. Iske.....	THURSDAY, 5 P.M., 31st December.
BOURNE.....		
SHANGHAI, TSINGTAU, NAGA, SAKI, KOBE and YOKOHAMA.....	" PRINZ HOTEL FRIEDRICH "..... Capt. E. Malchow.....	ABOUT THURSDAY, 31st December.

For further particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 28th December, 1908.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 96 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plans and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## THE TIENTSIN-PUKOU RAILWAY.

According to the latest news from the North work has now fairly begun upon the Tientsin to Pukou Railway, for which, by the way, the original concession, that granted to the subsequently extinguished Yung Wing Syndicate, was given as long ago as the year 1897. The agreement under which the line is actually being constructed with capital supplied jointly by British and German financiers was signed on February 13 of the present year, and the first sod was cut early in the past summer. But since that ceremony was performed the information that has come out, in somewhat meagre driblets, has not been very satisfactory. Some parade was made of the sending of a commission to various Chinese mail works to ascertain how far they would be capable of supplying the requisite materials. A little later, we were told of the institution of a telegraph and telephone school at Tientsin where Chinese operators were to be trained for future duties along the railway, when it should be completed. It seems unfeeling to suggest that the line should be, after all, the principal object of care, and that telegraph operators might safely be left to a later date. During the past autumn the discovery was made that whereas a formidable list of managers, superintendents and deputy assistants had been retained, the majority of them were practically without any employment worth the name. Much time, also, had been wasted in wrestling with the claims of those who possessed ancestral burying grounds along the proposed route of the railway. Now, however, from Ts'angchow, two days' journey southward of Tientsin, come definitely more hopeful accounts. Gauge of coules are reported to have been at work for the past six or seven weeks, and the embankment on which the line will run is completed for a distance of nearly eleven miles north and south of the city. The removal of graves appears to be giving more trouble than it did even in the case of the Shanghai-Nanking Railway. But the Governor of Ts'angchow, we are told, has shown that he can handle his knotty question with equal firmness and humanity, and the population of Ts'angchow is already optimistic as to the benefits which they begin to anticipate for their city.

Meanwhile considerable interest attaches to the Imperial Decree, dealing with the financial position of the railway. The terms on which the necessary capital was supplied are generally familiar; they are shaped in accordance with the now approved compromise whereby the Chinese Government has found it possible to reconcile the need of admitting foreign assistance with its desire to retain control in its own hands. Warnings have been heard to the effect that, so far as the British contribution is concerned, the agreement for the Tientsin-Pukou line does not properly safeguard the shareholders' interests; and that by this deficiency China's credit may be seriously impaired in the future. But it is obviously too late to raise this objection now. On the other hand it is of vital importance that on the harmony of purpose between provincials and Government, at which the latter particularly professed to aim, should be preserved; and it is hard, according to the decree, that the rift within the line now appears. The principle, we are there told, on which the construction of the railway was undertaken was that the ownership of the line should ultimately be divided equally between the Government and merchants of the four provinces through which the line would pass. Bonds were to be issued to the extent of one-half of the total capital and these it was expected would readily be taken up by the provincials. Unfortunately the latter appear to be shy of the scheme; they show "considerable hesitation in taking interest in the construction of the said line." Considering that a period of ten years must elapse before the foreign capital can be repaid, and consequently before the railway will become entirely a native possession, it might be thought that the Government was prematurely anxious. But the records of railways under purely Chinese management are, with the one exception of the Kalgan line, none too good; and the urgent wording of the decree leaves it only to be supposed that there is far more behind the document than appears on the face of it.

Two reasons suggest themselves for the reluctance of provincials to take up the offered bonds. The first is hinted at by the decree itself, namely, that the forcible acquisition by Government of the privately owned shares in the Chinese telegraph system has had a very bad effect on the popular appetite for public undertakings. To meet this objection native capitalists are now informed, with the most moving urgency, that the bonds will be regarded as their own absolute property for so long as they please to retain them. The second probable reason, however, goes into deeper issues more difficult to be met. For some time we have witnessed a series of efforts on the Government's part to assert its authority over the provinces, and it is hardly probable that the provinces will submit without some effort at retaliation. If they suspect, as they probably do suspect, that joint ownership with Government means the loss to themselves of what might be called unofficial means of gain, what simpler course could they take than that of passive resistance to the whole scheme, which will compel the Government either to find the greater part of the foreign loan itself, or to allow the provincials what they would consider a better investment for their money? If this surmise is correct, the decree would not appear to have been very wisely constituted. There is no harm in an official assurance that the bonds now offered for sale will be regarded as inviolable. But to allow it to appear that the Government is in any way anxious as to the money being forthcoming is to undermine the whole position of authority, which it has been also much pains to secure; and the immediate effect of the decree is to make what should be regarded as a gracious concession appear now as an appeal for popular assistance. If the provincial mind from subscriving, the alternative is that the Government should boldly face the prospect of exclusive ownership, not with proper control, economy, and the restriction of the burden of like there should be no compensation whatever for popular subscription.—*Y. C. 22, 1908.*

## WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsui Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

*Red Signals* indicate that the centre is believed to be more than 300 miles away from the Colony.

*Black Signals* indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist; in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamer*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamer*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above; in the event of the information conveyed by this signal being fired published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a *Cone* will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, Sea Ki Wan, Stanley, Cape Collinson, Sea Fan Kol, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal from the light-houses.

W.C. 22, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 96 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
HANGHAI, KOBE, YOKOHAMA, SYDNEY.....	Rebuffat.....	4th Jan./9 P.M.	
MARSEILLES, VIA PORTS.....	ERNEST SIMONS .....	Girard.....	5th Jan./9, at 1 P.M.
HANGHAI, KOBE, YOKOHAMA ... POLYNESIE.....	BROU.....	6th Jan., P.M.	
MARSEILLES, VIA PORTS.....	TONKIN.....	Charbonnel.....	19th Jan., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,  
ACTING AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 24th December, 1908.

## MESSAGERIES CANTONAISES.

## FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong, 1st, 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents

BARRETT &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

## Intimations.

## SAINT-RAPHAEL

## TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial

which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

GALDBECK MAURER & CO., Hongkong.

## AN APPEAL.

## Dentistry.

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

## Intimation.

# Powell's ALEXANDRA BUILDINGS.

ARE  
NOW SHOWING  
the latest production  
in British  
**CARPETS**  
in the  
most exclusive  
designs & colourings.

Jute Art Squares  
for Bedrooms,  
from \$9.50.

Kensington Art  
Squares,  
in 3 sizes,  
from \$18.75.

Kidderminster  
Squares,  
all wool,  
Special Thick  
Quality,  
3 by 4 yds. .... \$37.50  
3½ by 4½ yds. .... \$50.00  
4 by 5 yds. .... \$65.00

A Large Variety of  
Velvet Pile  
Squares,  
from 9ft. by 6ft.  
to 15ft. by 18ft.,  
from \$35 to \$200.

Seamless Axminster  
Squares  
in Artistic Designs,  
3 by 3 yds. 3 by 3½ yds.  
3 by 4 yds. 3½ by 4½ yds.  
4 by 5 yds. 5 by 6 yds.  
from \$50 to \$275.

Hearthrugs  
to match.

**POWELL'S**  
Carpet Department,  
First Floor,  
ALEXANDRA  
BUILDINGS.

Opened 1st December, 1908.

## Notices of Firms

## NOTICE.

M. R. P. DE CHAMPFORT having been appointed AGENT for MESSAGERIES MARITIMES and CHARGEURS REUNIS at Hongkong takes charge of the above Companies' Agency from this date.

Hongkong, 24th December, 1908. [110]

INTERNATIONAL SLEEPING CAR  
and

## EXPRESS TRAINS OO,

(THE  
GREAT TRANS-SIBERIAN ROUTE  
TO EUROPE)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOME'S & CO.  
Agents.

Hongkong, 1st Nov. 1908. [14]

## Intimation.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LTD.

(CAPITAL PAID UP ..... \$1,250,000.)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.

SHEWAN, TOME'S & CO.,  
General Managers.

Hongkong, 10th March, 1908. [14]

FABST BREWING COMPANY,  
MILWAUKEE

FRESH SUPPLIES  
ALWAYS KEPT IN STOCK

BY  
SIEMSEN & CO.,  
Agents for  
HONGKONG & SOUTH CHINA.

Hongkong, 1st Nov. 1908. [15]

## GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breachloaders from 30/- each. Illustrated catalogue of latest model Shot Gun, Combination Gun, Spring Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, London, E.C. England. (886)

D. NOMA,  
PROFESSIONAL TATTOOER  
AND  
THE EXPERT REMOVER OF TATTOO  
MARKS,  
No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high-toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st September, 1908. [80]

## THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

## A BROKEN-DOWN SYSTEM

This is a condition (or disease) to which doctors, physicians, and others of whom really understand it, are very much accustomed as it were, of the vital forces that sustain the system.

No matter what may be its cause (for they are almost infinite), the symptoms are such that the most prominent being a general sense of prostration or weariness, depression of spirits and want of energy for all the ordinary functions of life, and a general increase of coldness.

VITAL STRENGTH & ENERGY

To throw off these morbid feelings, and to prove that as often succeeds the day in which more certainly succeeds by a course of

## THE NEW FRENCH REMEDY

## THERAPION NO. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

## THE EXPIRING LAMP OF LIFE

& LIGHTED UP AGAIN

and a new existence imparted in place of what

had so lately seemed worn-out, "used up," and

utterly exhausted.

It is destined to end late

and painful agonies.

It is agreeable to nearly

all constitutions and conditions, is

either safe, and it is difficult to imagine a case

of those of debility, that will not be greatly

permanently benefited by this never-failing re-

course.

It is the principal

remedy for the world.

It is sold in

every package by order of His Majesty's His

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**Intimation.**

**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED A.D. 1841.

**FANCY TOILET  
ARTICLES**

VERY SUITABLE FOR PRESENTS

HANDSOME TOILET SETS, SILVER MOUNTED in Fancy Leather Cases, HANDSOME PUFF BOXES, CUT GLASS BOTTLES in Great Variety, HAIR BRUSHES in Leather Cases, PERFUME SPRAYS, MANICURE SETS, SCISSORS in Cases.

**RAZORS IN CASES,**

BY THE BEST MAKERS:

PATENT RAZOR STRAPS, SHAVING MIRRORS, HAND MIRRORS,

&amp;c., &amp;c.

**SMOKERS' REQUISITES**

A Very Fine Selection in Great Variety—MEERSCHAUM and BRAID PIPE, CALABASH PIPES (a Special Assortment) SMOKERS' COMPANIONS, MEERSCHAUM and AMBER CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CASES in real CROCODILE SKIN, SNAKE SKIN, &c. TOBACCO POUCHES in BEAVER, CROCODILE, SNAKE and DOG SKIN, &c. TOBACCO BOXES and JARS, ASH TRAYS.

All these Goods are of the Highest Class and Specially Selected.

**XMAS and NEW YEAR  
PRESENTS.****THERMOS FLASKS**

A most useful XMAS PRESENT for SPORTSMEN, YACHTSMEN and TOURISTS.

**A. S. WATSON & CO.,  
LIMITED,**  
ALEXANDRA BUILDINGS

AND  
KOWLOON DISPENSARY.

Hongkong, 19th December, 1908. (53)

BIRTH.  
On December 20, 1908, at Shanghai, to Mr. and Mrs. WILLIAM ORTWIN, a son.

## MARRIAGES.

On December 18, 1908, at Shanghai, ERNEST ROCKPORT, 3rd son of Sir William Roe and Lady Hooper, of London, to GLADYS MAUD, daughter of Capt. and Mrs. F. H. Wallace, of Shanghai.

On December 21st, 1908, at Shanghai, by the Rev. Father Le Gai, S.J., JUDITH, youngest daughter of the late Richard Markwick, Chief Assistant I. M. Customs, to MARCOS DE SOUZA.

## DEATHS.

On December 18, 1908, at Tsingtau, MAX HOMANN, manager of the Deutsch-Asiatische Bank, Tsingtau.

On December 20, 1908, at Shanghai, RICHARD FRANCIS FAZELLE, aged 48 years.

On December 22nd, 1908, at Shanghai, ALEXANDER MACLEAN, Canadian Government Trade Commissioner, aged 75 years.

**The Hongkong Telegraph**

HONGKONG, MONDAY, DECEMBER 28, 1908.

**PHILIPPINE SUGAR.**

Much space is given at the moment by Manila exchanges to the question of Philippine sugar. It is suggested from Washington that while no change in the duties on sugar is to be expected, there may be an agreement to admit free from the Philippines a strictly limited quantity of raw sugar. There would seem no reason why America should not admit free whatever the Philippines can produce. According to the San Francisco Chronicle during the last fiscal year American imports of sugar of all kinds were 4,391,339,975 pounds, or 2,795,000 tons. The domestic product in addition in the same year was but 656,627 tons. Both the American imports and production are steadily increasing year by year, as is also the per capita consumption and the population. If all the sugar which the Philippines can produce were admitted free and all shipped to the United States the only effect it would have upon anybody would be the loosening of the grip of the sugar trust on the sugar market. In the opinion of our contemporary on the Pacific coast, it is not likely that it would do that for a long time, for the trust would soon manage to extend its tentacles to envelop the Philippine product. It would doubtless make the trust some bother, but as between the sugar trust and the Philippines public sentiment would certainly be with the Philippines. So long as America import from somewhere such enormous quantities of sugar, there is no reason which will induce any impartial mind in the United States should not get some

of it from the Philippines. The territory adapted to sugar culture in the Philippines is by no means unlimited. With every encouragement which free access to the home market could give it would be impossible for Philippine sugar to impair the profits of any domestic producer. And the importation of Philippines products is essential to the development of any commerce between the islands and America, which would in any way compensate the U.S. people for the cost of their administration.

**LOCAL AND GENERAL.**

FOR breaking into No. 7, Queen's Road East last night and stealing 8) cigars, a coolie was, in the Police Court, to-day, sentenced to three months' hard labour.

THE total output of the three mines of the Chinese Engineering and Mining Company, Ltd., for the week ending December 12, amounted to 30,789,60 tons and the sales during the period to 30,263,80 tons.

THE Shanghai Mercury understands that it has been decided to hold the meetings of the International Opium Conference, which is to meet in Shanghai on the 1st February next year, in the Banqueting Hall of the Palace Hotel.

On Saturday night members of the Victoria Gaol staff held their annual smoking concert in their mess room in Wyndham Street. There was an unusually large attendance, and the programme was enjoyed by all.

THE Commissioners-General of Customs have sanctioned the petition of the woolen mill at Jihui (colloquial: Zah-hui-kang) to remit the tax on the manufactures of the mill for three years. The same privilege will be given to the owners of the woolen mills in Hupeh.

THE police were informed this morning of a burglary which was committed in the Robinson Piano Company's premises last night. The burglars gained admittance through a side window and stole about 100 Chinese records valued at \$100. No arrests have been made yet.

We have received from the promoters of the Manila Carnival an artistic handbook giving particulars of the Carnival to be held from the 2nd to the 9th February. We have also to acknowledge receipt of the list of events in the second annual horse-show to be held in the same city.

LO CHEUNG, who was some time ago told to leave the Colony, received a surprise this morning at the Police Court by being sentenced to six months' hard labour. Lo's offence was returning from banishment and the prisoner was obviously grieved to discover that his presence was not wanted in the Colony.

WORK on the Prince Regent's Palace within the Forbidden Precincts is to be begun on the 24th instant. His Highness has given strict orders that there are to be no attempts at extravagance in decorations, etc., his only desire being that the new Palace shall be strongly built and comfortable, and not constructed in a slipshod manner.

An Imperial Decree has been issued commanding the Ministry of Posts and Communications to instruct the various postmasters to scrutinise all papers, books and letters in Chinese coming from abroad, in order to prevent the entrance into the country of seditious literature. All such are to be immediately destroyed as soon as discovered.

It is reported that H. E. Yuan Shih-k'ai has been persuaded to think that the Constitutional Government of the Netherlands will best suit the conditions of China and instructions have therefore been sent to H. E. Lu Ching-hsiang, the Chinese Minister at the Hague, to translate the Constitution and laws of Holland for the consideration of the Waiwupu.

RETURN of visitors to the City Hall, Library and Museum for the week ending the 27th December, 1908, (excluding Xmas and Bank Holiday):—

	Library, Museum, Non-Chinese.....	232	98
Chinese.....	133	2,085	
Total .....	365	2,183	

CHAN SUI MUI, described as a married woman with no fixed place of abode in the Colony, was arraigned before Mr. J. H. Kemp at the Police Court this morning charged with the alleged theft of tea pearls valued at \$1,100 from 26, Staunton Street. Mr. C. E. H. Heaviside (of Messrs Wilkinson and Grisi) appeared for the defendant. The case was remanded till Tuesday, the 5th inst. Bail was allowed in the sum of \$1,000.

TWO Chinese women were victimized in Queen's Road yesterday. One had her earring, attached to which was a jadesite drop, snatched from her right ear, doing severe damage, while the other woman had her gold ear-pick taken away from her hair. In each case the rascals were captured. The first offender was sentenced to a year's gaol and to receive two whippings of twelve strokes each. The other was given a term of six months.

SACRIFICIAL worship is performed by the reigning Sovereign not only before the altars of deities of the Buddhist Pantheon but also at the temple dedicated to all the Emperors of former dynasties. Upon the accession of a new Emperor not only is he expected to sacrifice at this temple, but also at the tomb of the Ming Emperors, the immediate predecessors of the present Manchu dynasty. The founder of the Ming dynasty, however, has his last resting place outside the South-gate of the city of Nanking, and in accordance with etiquette, Imperial sacrifices must also be offered at his tomb. We understand the Manchu Brigadier-General Shuang Yu has been instructed by Peking to offer sacrifices in the new Emperor's name before the tomb of the first Ming Emperor.

It is said that when Western Canada will

**LADY LUGARD "AT HOME"**

## FUNCTION LARGELY ATTENDED.

The first "At Home" held by Lady Lugard since her return to the Colony took place at Government House this afternoon. As usual the social function was in every way a complete success. It was very largely attended by a number of British and foreign residents and representative members of the Chinese community. Officers of the Italian cruiser *Puglia* and *Veneto* and of the German flagship *Bismarck* were also present.

**THE RECENT RIOTS.**

## PEACE PRESERVATION ORDINANCE SUSPENDED.

In a Government Gazette Extraordinary issued this forenoon, it is notified that His Excellency the Governor being satisfied that it is no longer necessary for the preservation of the public peace to continue in force the proclamation issued under the authority of the Peace Preservation Ordinance, 1885, which was published in the Government Gazette Extraordinary of November 3rd, 1908, has been pleased to direct that the said proclamation should be cancelled and the same is hereby cancelled.

**CANYON DAY BY DAY.****CANTON-HANKOW RAILWAY.**

[From Our Own Correspondent]

Canton, 26th December.

The Canton-Hankow Railway Company has received a telegram from the shareholders of the Company at Shanghai to the effect that they will send a representative to Canton to audit the accounts of the Company. The Company has been requested to get the account books ready to be examined.

THE "FATSHAN" INCIDENT.

A circular issued by the Canton Self-Government Society convening a general meeting for the 25th instant in connection with the *Fatshan* incident reads as follows: "With reference to the *Fatshan* incident, Viceroy H. E. Chang has communicated with the Portuguese Consul to open negotiations for the settlement of the case. The Viceroy loves our people as his own sons, and the result of the negotiations will no doubt be satisfactory. The steamer *Fatshan* is a British vessel, and the British Consul at Canton has therefore every reason to be responsible in dealing with the case. Nothing but justice we are now fighting for, though we Chinese have not the jurisdiction over foreigners in China. At present, prior to the conclusion of the matter, we should remain quiet and await the result of the inquiry to be held; but in the meantime no agitation should be entertained." On the 25th instant, the meeting was held and there was a large gathering. Nothing definite was passed at the meeting with the exception of some of the members of the society who made speeches on the matter referred to.

CANAL FIGHT.

On the 21st instant, a canal fight of a very serious nature took place in the village of Pak Teng in the district of Sanui between the people of the clans Wong and Wu. The fight lasted for several days and a number of lives were lost on both sides, besides a few hundreds of houses in the village being destroyed by fire; order has not yet been restored. The reason of the fight is not known.

GUNPOWDER SMUGGLING.

On the morning of the 23rd instant, on the arrival of the steamer *Kiangtung* from Macao, a passenger was arrested for being in possession of a quantity of gunpowder among his luggage. The smuggler had been sent to the Taotai of Contabulary to be dealt with.

## OBTAINING MONEY UNDER FALSE PRETENCES.

A man named Chan Shiu Cho was sent to the Namhoi magistrate by the British Consul for obtaining money under false pretences in the name of the agents of the China Light and Power Company. The delinquent has been sentenced to be exhibited in the stocks for ten days, on the expiration of which he will be sent back to his native district to be punished again by the local officials.

SACRED HEART COLLEGE.

On the 16th day of this month, H. E. Viceroy Chang Jen Chun will personally proceed to the Sacred Heart College to be present at the annual prize distribution.

**CANTON-HANKOW RAILWAY.**

The total amount this year to be paid as salaries to the members of the staff of the Canton-Hankow Railway is over \$400,000 and recently complaints have been lodged with the Company through the medium of the Press against the increases.

A TOKIO telegram, of 22nd inst., to the *N. C. D. News*, says: "The Diet was convened today. The situation is decidedly favourable to the Government. At a parliamentary banquet given this evening in honour of Marquis Nobe-shima, Marquis Hosokawa and Viscount Kiyoura, who have recently returned from China, the latter stated that the friendship between China and Japan was steadily improving and was more cordial than was supposed abroad.

THE AMERICAN JOURNALISTS AT PRESENT TOURING WESTERN CANADA EXPRESS THEMSELVES AS ASTONISHED AT THE PROGRESS OF SETTLEMENT OF LATE YEARS, ESPECIALLY IN THE NEW COUNTRY SERVED BY THE CANADIAN NORTHERN RAILWAY, AND AT THE QUALITY AND EXTENT OF THE CROPS HARVESTED. AT THISTRACK CANADA, IN THEIR OPINION, WILL VERY SHORTLY FORCE AHEAD OF THE UNITED STATES, AS THE CHIEF SOURCE OF SUPPLY OF WHEAT FOR EXPORT FROM THE NORTH AMERICAN CONTINENT. EVEN THE BEST WHEAT-RAISING STATES, THE Dakotas and Minnesota, ARE ABANDONING WHEAT AS THE MAIN CROP, AND TAKING TO MIXED FARMING. WHEAT MUST BE RAISED SOMEWHERE, AND THE PROVINCES OF ALBERTA AND SASKATCHEWAN WILL FILL THE BLANK. WITH BOUNDLESS 1,000,000 ACRES IN WESTERN CANADA UNDER CULTIVATION, WHEAT EXPORTATION CAN, AND IS, IN FACT, ALREADY BEING MADE BY THE IMPERIAL RAILWAY BOARD, THE FRAMEWORK OF A PILOT FOR FOB AND PIPER FOR THE OSAKA WATERWORKS. THE NUMBER OF PERSONS EMPLOYED BY THE COMPANY HAS STEADILY INCREASED SINCE 1905, AND IN 1908 IT WAS OVER 10,000."

THE KAWASAKI DOCKYARD.

The vice-president of the Kawasaki Dockyard Company, Kobe, is reported by the *Omeiji Jiji* to have said that there is no truth in the rumour that the Company's works will be purchased by the Government owing to the unfavourable condition of the business.

At present there is plenty of work on hand in spite of the general financial and trade depression. The vessels under construction at the Dockyard are ordered

to include two 8,600 tons each for the Nippon Yusen Kaisha; three for the Osaka Shosen Kaisha; a torpedo-boat destroyer for Siam; and four dredgers for the Government and Tokushima Prefecture. A steam turbine for a battleship building for the Imperial Navy is also being made at the Dockyard.

At this Company's branch works, Iwamatsu, are being constructed for the Hidaka and Hanbin electric lines, locomotives and bridges for the Imperial Railway Board, the framework of a pier for Fusan, and pipes for the Osaka waterworks.

The Company has steadily increased its exports of coal, and the number of persons employed by the Company has steadily increased.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.—

On the 28th at 11.55 a.m.—The depression is moving away over the Pacific to the E.N.E. of the Bonins, and the barometer has risen considerably in S. Japan.

Pressure has increased slightly in S. China

and given way moderately in N. China.

Another depression is probably advancing towards Manchuria from the Westward.

Fresh to moderate mists may be expected in the Formosa Channel, and strong mists over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ended 12 a.m. today, 20 inches.

FORECAST.

Hongkong and Neighbourhood, N.E.

Wind fresh to moderate N.E.

Cloudy.

Temperature 65° F.

Humidity 75%.

Pressure 30.06 in.

Barometer 29.96 in.

Cloudiness 80%.

Visibility 10 miles.

Wind direction N.E.

Wind force 4.

Wind gusts 6.

Wind direction N.E.

Wind force 4.

## Telegrams.

[Reader's.]

## Student Riots in Paris.

London, 25th December.

There have been riots in Paris, by the medical students, who protest against the new examination rules.

The Republican Guards charged the rioters, and many were injured.

## Cost of the Battleship Cruise.

The cost of the cruise of the American battleships is £10,000,000, the coal alone costing £5,000,000.

## Venezuela.

Venezuela has resumed friendly relations with Columbia.

President Castro, interviewed, said he would not hamper the new Government from settling the country's disagreements with foreign nations, even though it involved his own withdrawal from activity.

## The Riots in Paris.

26th December.

Fifty-two police and Republican Guards were injured during the recent riots; fifty-six of the rioters will be prosecuted.

## Assault on President Fallières.

While walking in the morning in Paris, with his secretary and A. D. C., President Fallières was seized by the neck by a waiter named Mattis who tried to pull the President's head.

Mattis was arrested.

He is supposed to be a Royalist.

He grappled with the President and rolled him on the ground.

President Fallières, whose car was scratched and stuck broken, proceeded with his walk and lunched with his usual appetite.

## The Recent Riots in Paris.

The unpopular medical examination has been withdrawn, and M. Clemenceau has censured the chief of police for introducing police into the examination hall simulating candidates.

## Russia.

The Duma has adopted a resolution warmly sympathising with the kindred Slav peoples, and hoping that the Government will safeguard their interests.

## SUGAR IN JAPAN.

## REPEAL OF DUTY ON UNREFINED SUGAR URGED.

Referring to the rebate on sugar duty, which bids fair to become one of the important questions in the forthcoming session of the Diet, the *Siji Shimbô* says that the operation of the sugar duty rebate law now in force will expire on March 31st, 1909, and much discussion is now going on as to the advisability or otherwise of continuing it in force. According to the provisions of the existing law in the event of refined or rock sugar being manufactured and consumed in the country from imported material below No. 8 Dutch standard a rebate of Y1.45 per 100 kins is allowed, while on qualities between Nos 8 and 15 the rebate made is Y1.05. Further, if the sugar is exported the rate of rebate allowed is Y1.05 and Y1.25 respectively. The repeal of the law will greatly affect the interests of sugar manufacturers, and it is not therefore surprising that they should do their utmost to ensure its continuance. The present rebate is based on the import duty on unrefined sugar, the arrangement being that in case of export the whole of the duty, and in case of domestic consumption about 10 per cent less than the duty, is to be retained. This complicated system of rebates is due to the desire of Government to afford protection by means of a tariff policy, to manufacturers of refined and unrefined sugar at the same time. All sugar below No. 15 Dutch standard is used exclusively as material for refined sugar, and if the Government was desirous of encouraging the sugar industry the importation of unrefined sugar should have been allowed duty free. The existence of the import duty on the product, however, was suggested by the desire to protect Japanese manufacturers of unrefined sugar against foreign competition. Properly speaking, continues the *Siji*, the duty on refined sugar should also be increased to a certain degree so as to compensate sugar manufacturers for the loss they are obliged to incur by the use of materials which are taxed. The Government, however, is unable to do this owing to the existence of the conventional tariff, and it has consequently been compelled to resort to the complicated system of rebates now in operation.

So long as the Government aims to protect manufacturers of both refined and unrefined sugar against the conventional tariff stipulations, continues the *Tokyo* journal, the existence of such a system of rebates is inevitable. It must be presumed that the cause of all the trouble is to be sought in the existence of an import tariff on unrefined sugar. If this were abolished, the question would be easily solved, as there would be no necessity of retaining the system of rebates now in force. Some may think that the free importation of unrefined sugar would damage the Japanese industry, but the latter has now progressed to such a stage as to be able to hold its ground against the foreign product, which though it may be admitted duty-free, is handicapped by freight and other burdens. Even supposing it were necessary to retain the import of unrefined sugar there would seem to be no necessity for effecting a rebate amounting to almost the whole of the duty on refined sugar intended, for domestic consumption. Allegedly, concluded the *Siji*, the rebate law requires a thorough revision, as its interpretation at present means much loss to the country.

## SHANGHAI PROSPERITY.

## CONTRIBUTORY FACTORS.

It is only in certain lines of business that, as yet, we can say, there has been a change for the better in the trade conditions of the settlement. Just as one sees outside the mouth of the Yangtze, while still in sea water, lines and streaks of the silt bearing current which a little farther on is to occupy the whole area of the estuary, so it is now in the sea of depression through which we have been ploughing our weary way for the past three years. We are not yet in the full current of success, but there are signs that we shall arrive there in time.

Meanwhile it will be worth the trouble to consider for a few moments what really are the factors on which the prosperity of the settlement depends. What is it that makes the difference between a period of depression such as we have been passing through and a time of buoyancy such as was seen in 1905? In a sense it may all be summed up in one word, Trade. With trade Shanghai is happy; without it, miserable. In the rough that is true. But without some analysis it does not help us much. Trade is made up of imports and exports. To be really healthy the one should balance the other. It is not to be expected that China can for ever buy without selling. The first thing, therefore, for the importer to think of outside his own particular sphere of action, is how he can aid in the increase of Chinese exports. Is it too much to hope that some day the native tea-grower may be induced to copy his Indian contemporary, and prepare his tea in such a manner that the British, American, and Russian markets may turn to him once more? Shanghai influence should be used unceasingly to this end, for certainly here we have one of the factors of our past prosperity, if not of the present. So with some other staples we might name?

Similarly western influence should be brought to bear as much as possible in the development of all the natural resources of China. Her mineral wealth is hardly touched as yet. To Shanghai it is a matter of secondary importance whether this be done by native or foreign money. When it is done, China will be so much the richer, and so much the more prepared to buy; for her people, though thrifty, are not miserly, and will buy luxuries when they have the wherewithal. Western education, then, should be pushed as much as possible. It creates new tastes, it discloses new sources of wealth, and predisposes those who benefit by it to a wider and more enlightened intercourse with the rest of the world.

At the moment one of the main factors of our prosperity is quite beyond our control. We refer to a stable currency. China has no stable currency. Her new coin coins when on the market, if they ever get there, will be just as unreliable, just as subject to outrageous rise and fall, as the Mexican dollar or the lump of silver. It will not be possible for China to face the world with a coinage which will give the security which steady trade wants till she has a backing of gold, as India has. This is a matter on which we should never be silent till it has been settled according to the highest and best principles.

It may take time: it has taken time to get due attention paid to another prime factor, in our well-being, the conservancy of the river. But at last that is being done, and in due course we may hope to be so much the better off by reason of the work Mr. de Rijke is now doing. At the same time, it must not be imagined that in tackling it we are tackling a problem which can be begun and finished at any fixed date. That can only happen when the river has ceased to run. Though skilled direction can do much to make a stream take care of its own course it cannot do everything, and especially at the mouth, efficient scouring can be secured only at the cost of constant supervision.

One factor in the success of the Settlement we have long had with us—efficient Municipal management. The occasional periods of adverse criticism of our Councils have but marked the rate of general satisfaction. It is a question whether or not we have now arrived at a time when a change would be for the benefit of the Council itself as well as for the community. It might well be argued that a growth of five hundred and more per cent in population, revenue, and expenditure might well call for some modification in the method of government. We have already suggested that the Community should consider the question of an enlargement of the Council and of the inclusion in that enlargement of some Chinese Councillors whom we could trust. For it is almost certain that without some such concession there is little chance of our getting the extension which has now become so necessary as another factor in our success.

Last of all, and perhaps as important as any, we come to the necessity of a thoroughly good understanding with our native fellow-residents. That such an understanding has been growing of late we are delighted to think: that it may continue until every resident native and foreign is fully convinced that our prosperity depends on our perfect good-will to the other is what we earnestly desire. Then, if our suggestion is acted upon, if the Chinese Government is willing to let us expand as our needs require without haggling over every square yard, then, with returning confidence, there should be such progress and such prosperity as we have rarely seen.—*Shanghai Mercury*.

## AN EXCITING CHASE.

## PAUL FLOER ELUDES HIS GAOLER.

The following report from the *Shanghai Times*, of 3rd inst., gives particulars of the escape of Paul Floer from police custody, recorded in our telegram of that date:—A rather sensational termination followed upon the completion of the treason trial in H. B. M.'s Supreme Court on Monday when Paul Floer was sentenced to two years' imprisonment, for before he could be safely lodged in His Majesty's gaol, Floer had eluded his gaoler and was at liberty. He was sentenced a few minutes before six o'clock, and was taken charge of by the Chief Gaoler, Mr. J. A. Chandler, whose duty it was to convey him to H. B. M.'s Gaol which is situated in Amoy Road. Here Floer was to undergo his imprisonment with hard labour for two years, in addition to the period of nine months to which he was sentenced last month on a charge of extortion. The night was exceedingly dark, with a heavy and incessant rain falling, and the gaoler procured a couple of rickshas for his own and the prisoner's conveyance. The two left the British Consular compound shortly after six o'clock, and went along the Yuen-ming-yuen Road for a short distance, before entering the rickshas. The prisoner took the first ricksha, the hood of which was up, his gaoler following in the other, close behind. At Peking Road they turned to the right, and from here the gaoler kept his eyes upon the ricksha immediately in front of him, in which he understood Floer to be riding. But in this he proved to be mistaken, for on reaching the junction of Chekiang and Peking Roads the ricksha in question turned off in the opposite direction to the gaol, to the surprise of the gaoler. The latter's surprise became even greater when he jumped out of his own ricksha and found the vehicle in front of him to be occupied by a Chinaman and not Floer, who by this time was missing. In the circumstances the gaoler did the only thing possible for him to do, viz., raise the alarm. This he did by communicating with the Central Police Station, and from there prompt orders were issued to all the other police stations to turn out their men to intercept the escaped convict. The detectives responded with promptitude and instituted inquiries at all the shipping offices, searched every steamer leaving and about to leave, in fact did everything in their power to prevent the prisoner from leaving the Settlement. Floer, though a convict, was not attired in prison clothing; he wore a light check suit, brown shoes, soft brown hat and a blue overcoat. His description was circulated to all policemen on duty, who kept a sharp look-out for him all the night. To Constable Walls, of the Hongkong Police Station, fell the credit of Floer's capture within a few minutes of one o'clock yesterday morning. The constable himself had never seen Floer before and all the more credit is therefore due to him for his smart piece of work. Floer was proceeding in a ricksha along the Hanbury Road from the Bonn Road and was first noticed by Constable Walls as he was passing the Hongkong Fire Station. The hood of the ricksha was up and his suspicious behaviour aroused the constable ordered the coolie to stop. He then questioned Floer, who did not deny that he was the man wanted, and willingly accompanied his captor to the Hongkong Station where he was at once identified as Paul Floer. He was searched and in his possession the sum of \$12 was found—seven silver dollars in his pocket and a five-dollar bill concealed inside his hat. When he left the Court, Floer is said to have had no money. In the meantime the detective force had been scouring the whole of the settlement for the missing man, while two of their number had journeyed by trolley to Woosung and there chartered a junk by which they visited the various steamers. There was a continual downpour of rain all the night, and practically every detective who took part in the search got a thorough drenching.

As to Floer's movements between the time of his escape and his re-capture the reports are somewhat contradictory, but it is probable that after getting clear of his gaoler he went along Peking Road as far as Sir's Road and then by Carter Road to Bubbling Well Road. Here he appears to have met an acquaintance with whom he had a conversation afterwards proceeding by way of Mohawk Road into Franchou and to the Kashi-Hangchow Railway. Being unable to find a suitable means of exit from the city by rail so late at night he returned to this side of the Settlement, only to be re-caught. Yesterday morning he was brought up before H. B. M.'s Consul to whom it was expected a charge would be laid against him in the police court, but after considerable delay he was handed over once again to the Chief Clinker, who having put on the handcuffs escorted him back to the gaol where, after an investigation, he will be dealt with for a breach of prison discipline.

## THE REVOLT OF WOMAN IN CHINA.

## THE CHANGES THAT ARE TAKING PLACE IN THE FAR EAST ARE AMAZING IN THEIR RAPIDITY AND COMPLETENESS.

This is proved by the testimony of many witnesses, at readers of the current newspapers and periodicals may easily learn. The suddenness with which the Oriental mind rushes from one extreme to another and follows the light as soon as it appears is amply proved by the last fifty years' history of Japan. But China is not to be left behind. Political, intellectual, and social life are undergoing metamorphosis. Peking has decided a constitutional government and a house of representatives; the old educational system has been revised by a Chinese Richelieu. The exclusive study of the so-called "classics" has given place to a broader system in geography, physics, mathematics, and other branches of a Western curriculum are prominent. This is set forth at some length in a series of articles published by Albert Maybow, in *La Revue* (Paris), in the number of which he shows how far reform has invaded Chinese social life and aroused the self-assertion of the tender sex. This writer records the remark "of many Orientalists" to the effect that:

"If under the breath of reform the family, which is the essential basis of society, fails to pieces, and modifies its present constitution, we shall then be able to predict the dawn of a new China."

Disintegration, renovation, he proceeds to show, have appeared in the family institution as it has for centuries existed in the Middle Kingdom. During these centuries the daughter was a mere chattel, her feet were crippled and deformed by artificial means; she lived within the walls of the woman's apartment, in carelessness and ignorance; she was married without being consulted as to her choice of a husband. In 1891, we read, King-yen-wei, the leader of the social-reform movement, who has been styled "the modern Confucius," published, as the main principle of his teaching, "Now is the time for a democracy" in China wherein the masses take part in the government and the two sexes enjoy equal liberties." Thus he is looked upon as "the founder of Chinese feminism." This movement has since then become organized. An association to promote the preservation of "natural feet" was first instituted by the wife and two daughters of the Viceroy Tuan-Fang. But associations of much more radical character were soon multiplied, declares Mr. Maybow. To quote his words:

"Such associations are day by day becoming more numerous. Oftentimes, under the pretext of opposing the fashion of 'little feet,' they make it their object to effect a complete reform in the family relations. In a large number of places, the young women no sooner

find a club than they proclaim themselves girls who intend to follow their own will." They take an oath that they will choose their own husbands, and, if they think it necessary to their happiness, they will rebel against the orders of their parents."

These women also take a keen interest in politics, as we learn from the following statement:

"The female propaganda is largely promoted by these associations of women, who now take part in political discussion and furnish a new impulse to political movements. For instance, it was the young women of the province of Chekiang who protested at their meetings against obtaining a loan from England to build an important railroad, and proved the sincerity of their words by their deeds, for they immediately invested \$100,000 in the stock of the Chinese company. It is thanks to such societies that the childless widow and the divorced wife are not abandoned, as heretofore, to a lot of misery. Such unfortunates are given new interests in life and furnished with positions in the government offices and in banks or hospitals. Those who are educated are sent to Japan to take up courses of study. If they are without resources, they are provided for by their associates."

Even the Government at Peking finds itself compelled to recognize the growing spirit of feminism. One imperial edict has made illegal the mutilation of the feet and another has made the education of girls compulsory

In the words of this document, "The good education of the citizens of the Empire depends upon the good education of our women." And a little farther on we read, "Women as well as men ought to practise a profession. They ought not to pass their life in eating and gossiping without serious employment."

"There is little of the Asiatic in such terms as these," exclaims Mr. Maybow. It is also a remarkable sign of the times that Chinese women are growing heartily tired of the wearisome and grotesque legends, or the tales of domestic tyranny and intrigue, which their native writers have hitherto supplied them with. They are now reading Jules Verne and Defoe, and "Man Friday" is now as popular with them as with Europeans." Translations of books of travel, French and English, are eagerly bought, and the "Looking Backward" of Bellamy is found in almost every Chinese household. During the present year two important works of romance by native authors have appeared, one with the significant title "Free Marriage"; while the other is "The Stone of Niu-Wa"—an apology which makes use of figures in Chinese mythology, a ride and satire, and satire, and Chinese customs, social and religious, and to promote feminism. It is said to be a mixture of Swift and Rabelais in style, and its object is "to awaken the people and to set them on the way to a new order of things." On this subject Mr. Maybow concludes his observation with the words:

"The old literature is doomed to the social conditions from which it originated. Amid a new society in which the two sexes shall enjoy equal rights, a new literature must arise." Translation made for *The Literary Digest*.

For details see *The Literary Digest*.

Mr. Shigefaro Yamashita, an engineer in the Nagara Ordnance Depot, belonging to the Yokosuka Naval Station, has invented a new style of torpedo which, according to the *Japan Times*, will strike what it aims at beyond an island or promontory lying between the point of discharge and the aim. It is so made as to make a "circumlocutory" course after striking an intervening obstacle, whence it will cause an explosion. The device has been bought by the Navy Office, and the inventor will be given a decoration of the 7th Order.

## NEW JAPANESE TORPEDO.

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## To-day's Advertisements.

## NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 120, the EXCHANGE BANKS will be CLOSED FOR THE TRANSACTION OF PUBLIC BUSINESS ON FRIDAY AND SATURDAY 1st and 2nd January, 1909.

Hongkong, 28th December, 1908. [1114]

PONIES! PONIES! PONIES!

WITH the permission of the Stewards, Hongkong Jockey Club, the Under-signed will sell by

## PUBLIC AUCTION

within the Race Course Compound,

## on WEDNESDAY

next, the 30th December instant, at 7:45 A.M.,

## ONE DUN PONY.

ONE GREY PONY, Griffin purchased in Shanghai last Autumn, and eligible to run at Derby Griffin at our next Race Meeting.

TERMS—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 28th December, 1908. [1115]

## PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on WEDNESDAY,

the 30th December, 1908, at 2:10 P.M., at their

Sales Rooms, No. 8 Des Vaux Road,

corner of Ice House Street,

A RARE COLLECTION OF

FINEST JAPANESE HUMAN WORKED

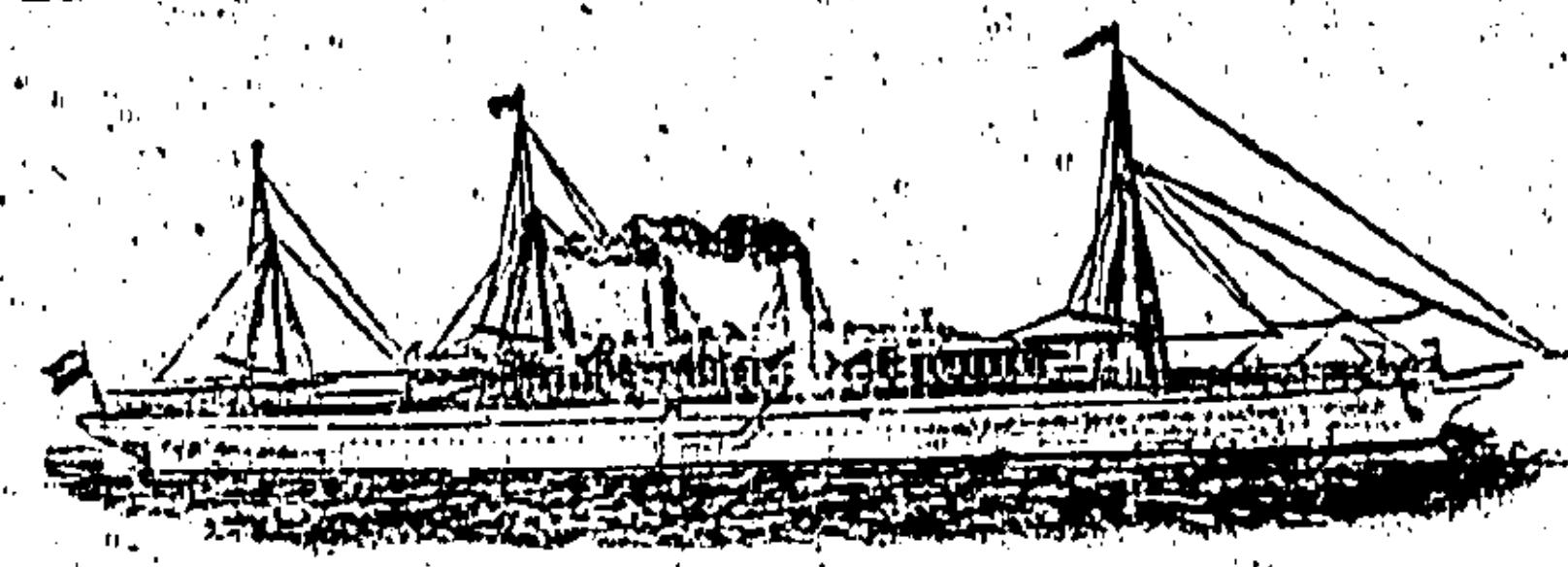
PLANTS IN POTS,

Comprising—

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## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a regular Schedule Service of under 12 Days across the Pacific is the "Empress Line," saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER

"EMPEROR OF JAPAN"	6,000.....	SATURDAY, Jan. 16th.....	Feb. 5th, 1909.
"EMPEROR OF CHINA"	6,000.....	SATURDAY, Feb. 13th.....	March 5th
"MONTEAGLE"	6,163.....	TUESDAY, Mar. 2nd.....	Mar. 26th
"EMPEROR OF INDIA"	6,000.....	SATURDAY, Mar. 13th.....	April 4th
"EMPEROR OF JAPAN"	6,000.....	SATURDAY, April 10th.....	April 30th
"EMPEROR OF CHINA"	6,000.....	SATURDAY, May 1st.....	May 2nd
"EMPEROR" steamships will leave Hongkong at 7 A.M.			
S.S. "MONTAGLE" at 12 Noon.			

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial STEAMSHIPS, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York 71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... 44.0. " 44.2.

First-class rates to London include cost of Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Pader Street and Praya, Opposite Blake Pier.

15]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SGAPORE, PENANG & CALCUTTA LAISANGI	TUESDAY, 29th Dec., Noon.
HANGSANGI	TUESDAY, 29th Dec., 4 P.M.
MANILA	LOONSANG ... THURSDAY, 31st Dec., 4 P.M.
MANILA	YUENSANG ... FRIDAY, 8th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE } FOOKSANG* ... MONDAY, 11th Jan., Noon. & MOJI	

RETURN TOURS TO JAPAN.

OCCUPING 24 DAYS.

The steamers KUTANG, NANSUNG and FOOKSANG leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 61, Hongkong, 26th December, 1908. [10]

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

STEAMERS. TO SAIL.

HOIHOW & HAIPHONG	" HUPEH" .....	29th Dec., 10 A.M.
MANILA	" TEAN" .....	29th " 3 P.M.
AMOV & SHANGHAI	" KASHING" .....	29th " 4 P.M.
CHEFOO & DALNY	" HANYANG" .....	29th "
SHANGHAI	" SHAOSHING" .....	29th "
SWATOW, FOOCHOW & SHANGHAI	" YUNNAN" .....	30th " Noon.
MANILA	" TAINING" .....	30th Jan., 3 P.M.
MANILA, ZAMBANGUA and USUAL	" CHANGSHA" .....	31st " 4 P.M.

AUSTRALIAN PORTS.—MANILA and TIEN-TSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares; Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIBRE,

AGENTS.

Telephone No. 36, Hongkong, 28th December, 1908. [13]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	Fot.	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, and Jan., at Noon.
RUBI	2540	Almond		SATURDAY, 9th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO., GENERAL MANAGERS.

(1) Monthly 28th December, 1908

## Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMÖY AND FOOCHOW.

THE Company's Steamship

" HAITAN."

Captain Reach, will be despatched for the above Ports, TO-MORROW, the 29th inst., at 12 o'clock Noon.

For Freight or Passage, apply to:

DOUGLAS LAPRAIK &amp; CO., General Managers.

Hongkong, 28th December, 1908. [10/8]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

" INDRAWADI."

Captain Williams, will be despatched as above on TUESDAY, 1st January.

For Freight, apply to:

JARDINE, MATHESON &amp; CO., Ltd.

Agents (India Line, Ltd.).

Hongkong, 28th December, 1908. [10/2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

" EMPIRE."

Captain Holmes, will be despatched as above on WEDNESDAY, the 6th January, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to:

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 28th December, 1908. [10/5]

" SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

" CARNARVONSHIRE"

will be despatched for the above Ports about end of January, 1909.

For Freight or Passage, apply to:

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 24th December, 1908. [11/2]

THE BANK-LINE LIMITED.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

Taking cargo on through Bills of Lading to all Overland Commodity Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE &amp; TACOMA,

VIA MOJI, KOBE AND YOKOHAMA.

Steamer

Tone

Captain

To Sail

Invertic .. 4,789 Boyd, Jan. 14

Boerlic .. 4,445 Mathie, Feb. 11

Swartic .. 6,732 Shotton, Mar. 11

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to:

DODWELL &amp; CO., LIMITED.

General Agents.

Hongkong, 17th December, 1908. [19/20]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

" KWONG TUNG" ... Capt. U. W. WALKER.

" KWONG SAU" ... Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine new steamers have unparalleled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

YUEN-ON S.S. OO, LTD.

and

SHIU ON S.S. OO, LTD.

No. 5 Queen's Road West, Hongkong, 10th Dec., 1908. [10/11]

Hold by All Owners.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	INTERIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$150,000}	\$2,005,774	Interim of 1/2 for first half year @ ex 1/3-\$24,942	5% \$345 sellers \$340 buyers	
National Bank of China, Limited	99,925	\$7	\$6	{ \$4,000 \$150,000}	\$10,223	\$2 (London 3/6) for 1903	... \$50	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$234,757 \$411,993 \$185,000}	none	\$14 for 1907	7% \$105	
North China Insurance Company, Limited	10,000	\$15	\$3	{ \$10,000,000 \$118,277 \$1,000,000 \$1,000,000}	Tls. 163,512	Final of 7/6 making 15% for 1907	5% Tls. 105	
Union Insurance Society of Canton Limited	12,400	\$250	\$100	{ \$1,500,000 \$302,478 \$129,695 \$273,449}	\$1,506,013	Final of 5/6 making \$45 for 1906 and Interim of \$50 for 1907	5% \$835 sales	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$181,577}	\$591,703	\$12 and bonus \$2 for 1906	0% \$165 buyers	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	9,000	\$100	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000}	\$372,492	\$6 and bonus \$2 for 1906	7% \$107 sales	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000}	\$428,024	\$37 for 1906	8% \$125 ss. and s.	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$604,618 \$60,663}	\$1,035	\$1 for 1906	... \$14	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000,000 \$5,000,000}	Nil	\$2 for year ending 30.4.1908	7% \$31	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$17,755 \$87,500 \$83,766 \$17,655 \$10,000 \$240,000}	\$17,755	\$1 1/2 for first half-year ending 30/6/08	5% \$302 sellers	
(Indo-China Steam Navigation Co., Ltd. (Preferred))	60,000	\$5	\$5	{ \$13,755 \$1/ for 1907 on Preference shares only @ ex ex 1/9 11/16=51.154.....}	\$13,755	6/- for 1907 on Preference shares only @ ex ex 1/9 11/16=51.154.....	5% \$37 \$37	
Do. do. (Deferred)	60,000	\$5	\$5	{ \$13,755 \$1/ for 1907 on Preference shares only @ ex ex 1/9 11/16=51.154.....}	\$13,755	6/- for 1907 on Preference shares only @ ex ex 1/9 11/16=51.154.....	7% \$148 sellers \$148 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$72,000 \$20,000 \$5,000 \$5,000}	Tls. 14,510	Interim of Tls. 1/2 for account 1908	7% \$10	
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000}	\$65,817	Final of 1/1- making 3/- for 1907 and Interim of 1/1-(No. 10) for 1/6 1908	6% \$24 \$25	
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000}	\$98	\$100 for year ending 10.4.1908 \$50.50 for year ending 10.4.1908	4% \$10	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 8,000 Tls. 42,479 Tls. 2,000 Tls. 8,000 Tls. 12,000 \$2,538 \$410,000 \$56,848 \$1000 \$1,00,000}	Tls. 6,869	Final of Tls. 1/2 making Tls. 5 for 1907	11% Tls. 45	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ Dr. \$479,871 Dr. \$135,732 Tls. 9,773}	Dr. \$479,871	\$8 for year ending 31.12.06	... \$112	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ Dr. \$135,732 Tls. 9,773}	Dr. \$135,732	13.10.1907	... \$10 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 9,773 \$1,00,000}	Tls. 9,773	Tls. 30 for year ending 31.8.07	... \$10 buyers	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$17,000 \$11,289}	\$11,556	Final of 1/6 (coupon No. 11) for year ending 29.2.08	7% Tls. 17/4 sales	
Rub Australian Gold Mining Company, Limited	150,000	\$7	\$10	{ \$1,000,000 \$1,000,000}	Dr. 42,191	No. 12 of 1/1=48 cents	... \$9	
DOCKS, WHARFS & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$3,501 \$3,501}	\$3,726	\$1.75 for year ending 31.12.06	... \$12	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$10,000 \$12,500 \$40,000}	\$1,516	Final of \$1/2 making \$3 1/2 for 1907	8% \$43	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$16,192 \$10,000,000}	\$384,847	Interim of \$4 for account 1903	8% \$90 sellers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 67,257}	Tls. 33,742	Final of Tls. 1/2 making in all Tls. 5 for year ending 30.4.08	6% Tls. 75 buyers	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 67,257 Tls. 75,000 Tls. 125,000}	Tls. 28,626	Interim of Tls. 4 for account 1908	6% Tls. 140 sales	
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 \$15,000}	Dr. Tls. 6,531	Tls. 6 for 1907	6% Tls. 100	
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$30,000 \$15,000}	Dr. \$4,200	\$2 for year ending 30.6.07	... \$145 buyers	
Central Stores, Limited	50,125	\$15	\$15	{ \$1,000,000 \$1,000,000}	\$9,472	\$1.80 for 1906	... \$145 buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$16,875 \$22,000}	\$14,639	Interim of \$3 for account 1908	7% \$83 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$10,000,000 \$12,500,000}	\$36,915	Interim of \$3 for account 1908	7% \$92 sellers	
Humphreys Estate & Finance Company, Limited	15,000	\$10	\$10	{ \$127,486 \$10,000}	\$4,681	7c cents for 1907	7% \$91 sellers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none}	\$658	\$1.8 for 1907	6% \$55	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 none}	Tls. 107,547	Interim of Tls. 3 for account 1908	7% Tls. 120 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 107,547 none}	\$1,541	Interim of \$2 for account 1908	9% \$46	
COTTON MILLS.								
Ewe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939}	Tls. 8,820	Tls. 5 for year ended 31.10.1906 50 cents for year ending 31.7.08	6% \$10 sellers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 \$30,000}	19,553	19,553	5% \$10 buyers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 75,000 none}	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8%)	... Tls. 65	
Laon-kung-now Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 20,257}	Tls. 6,308	Tls. 8 for 1906	... Tls. 67/2	
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 20,257 Tls. 50,000}	Tls. 50,000	Tls. 50 for 1906	... Tls. 100	
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$15,000}	\$648	1 10/- per share for 1907=\$1.037	12% \$11	
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$1,000 \$10,000}	Nil	\$1.80 for 1907	11% \$12	
Gibba Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000 \$10,000}	\$1,138	60 cents for year ended 28.2.06	8% \$14	
Do. Do. special shares	50,000	\$10	\$10	{ \$1,000 \$10,000}	\$1,593	80 cents for 1907	8% \$14	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$10,000,000 \$10,000,000}	\$48	\$1.50 for year ending 31.7.08	8% \$100 sellers	
Dairy Farm Company, Limited	25,000	\$7	\$6	{ \$10,000,000 \$10,000,000}	\$1,436	Interim of 40 cents for account 1908	10% \$12 buyers	
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$12,000 \$5,000}	\$1,078	75 cents for 9 months ending 31.12.07	8% \$201 buyers	
Hill & Holt, Limited	12,000	\$10	\$10	{ \$5,000 \$5,000}	\$2,521	\$2 for year ending 28.2.08	10% \$18 sales	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none}	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.08	8% \$225 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$120,000 none}	\$5,578	Interim of \$4 for account 1903	8% \$24	
Hongkong Rope Mfrs. Manufacturing Company, Ltd.	63,000	\$10	\$10	{ \$120,000 none}	\$8,491	Interim of \$4 for account 1903	8%	